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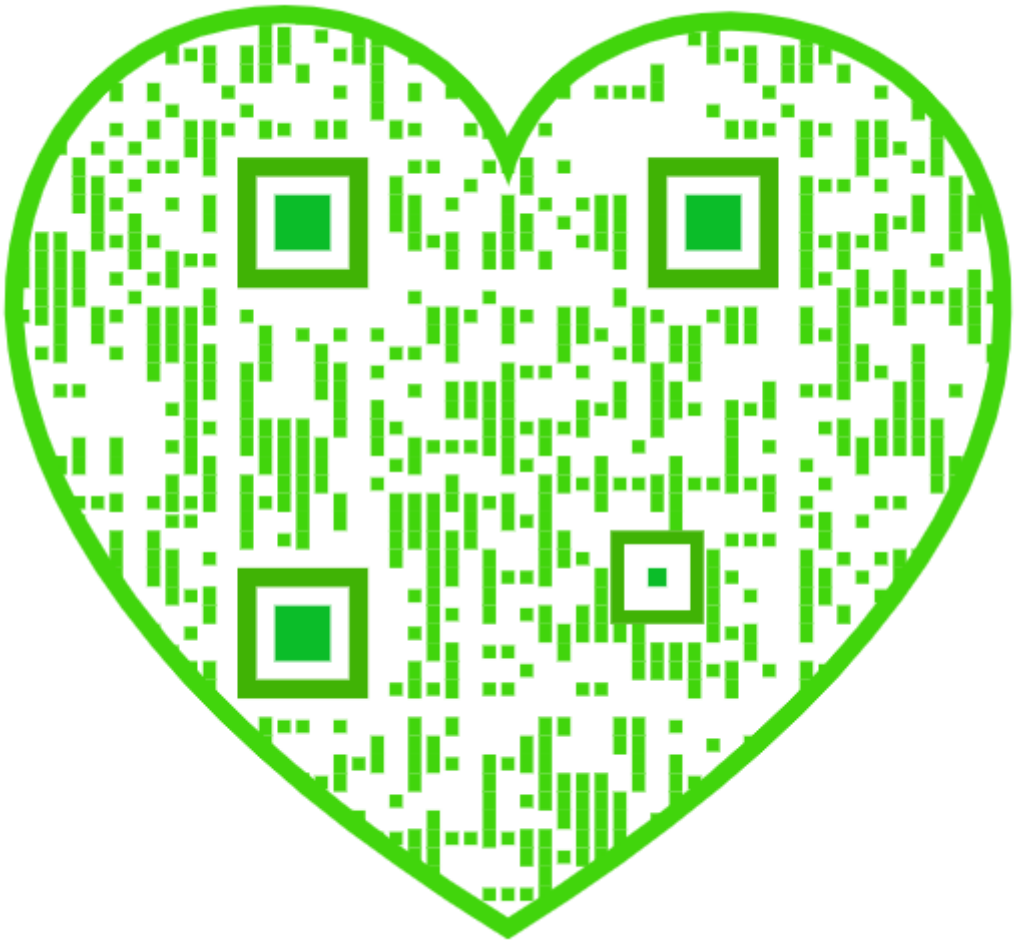

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THE EQUESTRIAN.

THE

HANDBOOK

OF

HORSEMANSHIP;

CONTAINING

PLAIN PRACTICAL RULES FOR RIDING, DRIVING,

AND

THE MANAGEMENT OF HORSES.

BY CAPT. M******.

WITH ILLUSTRATIONS BY FRANK HOWARD.

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PREFACE.

It has been the earnest effort of the Author of this Work to convey practical information on the nature and dispositions of horses; on all equestrian exercises and movements of riders and drivers; and on the construction and utility of saddlery, harness, &c.; and, having excluded all extraneous matter, to compose and arrange his instructions on an entirely new plan, so concise and comprehensive for the purposes of self-tuition, that all who read and ride may acquire, from an hour's reading, a clear view of the best principles of the equestrian art.

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It is not the design of this concise manual of Equestrianism to encumber the reader with numerous details on the veterinary art, nor with anatomical descriptions, but only to supply some hints on what ought to be known by all those who use horses.

In order to render the body of the work concise and compact, an Appendix is added, containing some further information on certain points which could not so well be made subject to a methodical arrangement.

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THE EQUESTRIAN.

INTRODUCTORY REMARKS.

THE Arts of Riding and of Driving, although never so much practised as at present, are so imperfectly understood, that it is as true as it is remarkable, that few, very few of all those who are daily engaged in these exercises, either for recreation, or by necessity, understand them; and people in general, while they are so fortunate as to escape accidents—by mere chance—flatter themselves that they have a perfect knowledge of the arts—a delusion which often leads to unexpected danger, and thus becomes the occasion frequently of permanent injuries, and sometimes of death.

The following explanations and instructions are analytically arranged under separate heads,

as well for the further improvement and remembrance of those who have attended riding-schools, as for the instruction of those who have not had time, opportunity, or inclination, to submit to the tedious, and to ladies, generally troublesome lessons of riding-masters. Although many instructors may, themselves, "break-in" young horses, and ride and drive exceedingly well, they do not always intelligibly impart the principles, observances, and precautions on which they themselves act; and many do that which they cannot describe, and are unconscious of the science, which is the foundation and regulation of their own performances; but in fact, all practical affairs require theory, as all theory requires practice. Those persons, therefore, who drive, or ride on horseback, should understand driving and riding scientifically, since there is a right and a wrong way of doing all things.

The following remarks are expressed as briefly and intelligibly as possible, with a view to assist the memory, and to their immediate practical application. It is confidently hoped, that they

may be of important service to those who have never had any regular instruction, and still more to those who, having received some little tuition, perhaps from being in too great haste to "go alone," or from other circumstances, have not attained to that mastery in the management of horses, which is essential to safety, ease, and elegance.

THE HORSE:

HIS NATURE AND PROPERTIES—AGE; HOW DISCOVERED — TREATMENT, GROOMING, FEEDING; WATERING — SHOEING; ETC.

THE Horse is an animal of great spirit and strength, very docile, delicate, and sensitive; therefore harsh treatment is not only unnecessary, but injurious. Habit forms the disposition of the horse, and guides his instinct; gentle treatment encourages and divests him of fear, a feeling which is often mistaken for

obstinacy, and called restiveness. If you can convince a horse that he is not in danger, he will obey, and his memory being very retentive, instruction always succeeds with him, by a kind and persevering repetition of the discipline required to inure him to whatever he is to perform.

AGE.—The age of horses is generally determined by their teeth, because the teeth usually change their appearance annually, until seven years old, viz.,

At 2½ years, the corner teeth are imperfect, and all are gradually smaller from the centre, and very short.

At 3, The TWO centre teeth are solid, and therefore called "horse-teeth," and are marked with a spot on each; they are also larger than the other teeth.

At 4, The FOUR centre teeth are marked, and are larger than the other two. Tushes begin to appear.

At 5, All the teeth are marked equally; and the tushes full grown.

At 6, The marks begin to wear faint, commencing with the centre teeth, but leaving until seven, the corner teeth marked alone.

At 7, The corner teeth, only, retain the marks, which soon fade away.

The spots commence *in*, and fade *from* the centre teeth; consequently, when the marks are stronger in the centre teeth and fainter towards the corner ones, the horse is younger than when the marks are stronger in the corner teeth and fainter towards the centre ones. Mares have no tushes.

Nevertheless, many, particularly mares foaled late in the season, whose teeth are so hard as not to wear, seldom have any alteration in the spots on their teeth after six years old, and are called by the French "bégu."

Short white teeth which fit close and with short and erect tushes, indicate youth.

Long yellow teeth which lean forward and project at the points, with long and sharp tushes, denote age.

Besides these, the age of horses may be

determined by other general appearances and indications, as distinctly as that of a young and an old man, though hard work will make young horses appear older, and easy work and good grooming will make old horses appear younger than they are.

A young horse's lips, nostrils, eye-lids, and ears, are smooth and vigorous, and the whole face, and countenance cheerful and enlivened by projecting eye-balls, without any pit or hollow above them. The neck full to the shoulders, and strong in the ridge. Chest full and firm. The spine and vertebræ to the point of the tail, stiff, strong, and smooth, as also the dock, etc.

In aged horses the indications of advanced age are generally evident, particularly in the mouth, where, besides the teeth, the lips, especially the under one, are long and relaxed. The edge of the nostrils is soft, relaxed, and wrinkled, as are the eye-lids; and the ears have deep creases at the butts. The countenance is grave, eye-balls not full, and a deep pit appears above each eye. Neck

hollow near the shoulder, ridge weak, and bends with the hand, chest hollow, spine, vertebræ, and tail weak, dock weak, projecting and wrinkled, and the tail after exercise, tremulous. Grey hairs are seen in the mane and tail, on the ears, muzzle, neck, croup and thighs; which increase till very old horses become quite hoary. Grey hairs, some dealers craftily affirm, are signs of youth and vigour. Dapple-grey and roan horses become wither as they grow older.

For a Form of Warranty, see Appendix.

TREATMENT AND PRELIMINARY EDUCATION.

A Horse, in the first instance, should be taught, and always accustomed, to stand perfectly still and immovable, without being held (which, nevertheless, is sometimes necessary in crowded and insecure places), whilst his owner is mounting, or getting into or out of a chaise, or other open carriage, and whilst handling and adjusting the reins, etc. Horses should never be allowed to fidget, move, or

start off, except when required to proceed; this habit of quietude is very easily acquired and established in the temper and disposition of the horse by gentle, gradual, but invariable practice.

So, likewise, horses may be taught to stand still whenever suddenly stopped by slackening the reins; but it is necessary, nevertheless, to continue to hold them steadily with a firm grasp, in order to guard against sudden accidents. This will be fully explained hereafter.

GROOMING must be sufficient to render the skin perfectly clean from scurf, and dry after exercise, and is to be performed with the currycomb loosely held in the hand, and lightly applied in short quick motions, so as to lift up the hair and discharge the dirt and scurf—*not held fast and the horse scraped.* After the currycomb use a large loose wisp of clean dry straw with activity to and fro, which being dry, rough, and with numerous projecting points, penetrates the coat thoroughly,

and cleans the skin from the loose dirt and scurf that the currycomb had brought to the surface. After the wisp, finish and polish with the brush.

Never give a horse *cold* water to drink when he is *warm*, but he may have some warm water to wash his mouth and quench excessive thirst so as to enable him to eat.

Walking or strolling a warm horse about the stable-yard or the street until he is cool occasions exhaustion, shivering, and chill—and often leads to sickness, obstructed respiration, and circulation, stiff limbs—and death. Can a man, who, when warm, strips off his coat and strolls about his door until he chills, be refreshed by it, and soon again able to proceed?

It is seldom necessary to give a horse physic, because, carefulness prevents disease in general. Warm mashes and good nursing, particularly at night, will generally be sufficient, and produce all the evacuations of the skin, intestines, and the whole system, required to heal derangement, and re-establish

natural circulation; for this purpose half fill a bucket with bran, and pour a gallon of boiling water upon it, *cover it closely* with a cloth and let it *remain* and *soak* for a quarter of an hour, at least, then add sufficient cold water to render it drinkable, stirring it thoroughly, and it will be soft, sweet, and rich, like milk. But when a mash is hastily made from the kettle and the pump, it becomes a harsh, curdled heap of unnutritious, uncombined bran and water. Whenever it is necessary to cause strong perspiration, put an ounce of nitre into the mash. Warm mashes should be given in the bucket, fastened in the manger, to prevent its oversetting; they impart a generous and comfortable warmth. They should be given at night, horse-cloths being previously put on, and a good bed made, and the stable should be immediately shut for the night.

Grooms, very improperly, on entering the stable in the morning, lead the horses out, fix them to a hook in the open yard, take off all the stable-cloths, and leave them suddenly exposed to the chill morning air for a consi-

derable time while they clean the stable, before returning to attend to them: the consequence of this sudden transition may be very serious, and can seldom fail to be in some degree injurious.

Legs and *Heels* are never to be washed as a matter-of-course part of grooming, but in wet weather should be dried immediately on returning to the stable, because wet heels become sore. Nevertheless, in cases of soreness, from neglect, chafing by the log-chain, which sometimes happens in the night, or soreness from gross constitution, commonly called "grease," wash the heels with warm soap and water, applied lightly with the hand or a sponge, so as not to irritate by friction, but only for the purpose of thoroughly cleansing the pores of the sore; then bathe them hourly, or oftener, by a sponge with warm vinegar and water, of each an equal quantity, not cooler than drinkable tea; which discharges inflammation, and seldom fails to heal, if persevered in.

Warm vinegar and water is invaluable as an external remedy; it expands the pores and

vessels, creates a general and free circulation, purifies the fluids, and reduces sprains, puffing of heels from over work, and swelled heels from long standing in the stable. To violent sprains a bandage may be applied; the parts may also be kept bathed with warm vinegar and water, and the bandage gradually loosened. In such cases, rest is of course necessary.

Cold vinegar and water should never be used for any purpose, nor any cold application, because, having a contrary effect to warm, it stagnates and coagulates the blood, impedes the circulation of the fluids, and may produce abscess, besides making the vessels knotty, and the sinews hard.

N.B. Farriers' hot oils burn—and blisters drain—both are to be carefully avoided.

Rubbing the heels with the hand, as was formerly very erroneously practised, distends the vessels, and causes a local over-circulation of their fluids with relaxation, and heat, producing disease, and ultimately, disuse of the joints, which, however, is almost always ascribed to other causes. Why should the

blood of a healthy horse, after his daily exercise, be so unnaturally forced into the vessels of the heels, which are of such a delicate and tender construction?

Hoofs only (after being cleared with the picker) should be washed clean in cold water, with the hand or a sponge, but never with the brush; nor should hoofs be oiled daily, it fevers the hoof and socket, softens the horn, causes rot and disease of the fetlock and pattern, and, at least, always makes the feet tender. Oiling hoofs is never suffered in the Army.

The custom of "stopping horses' feet" with cow-dung, is also erroneous and injurious, and fills the pores of the horn and channels of the frog with rank filth; in cases of fever or other unnatural heat in the Foot, stop the hoof, when necessary, with tow soaked in warm vinegar and water, and keep it and the leg bathed with the same mixture; hoofs should never be hard, dry, and brittle, nor hot and soft, but should be so managed (with a little oil, perhaps once a month, *if requi-*

site), as always to preserve a thorough circulation of the natural fluids, and a sensitiveness and elasticity in the heel.

The hoof is flexible, notwithstanding its apparent solidity, and expands and contracts alternately at the heel whenever the horse stands upon or lifts it up; the shoe should not, therefore, be nailed within two inches of the heel, and should, also, be sufficiently wide at this part to allow that natural and necessary expansion the mark of which may be recognised upon old shoes.

The frog of the hoof should never be cut in the solid part, as is too frequently and erroneously done, because it contracts the hoof and the tendon, and ultimately, the limb itself, which effect is often ascribed to hard work. The frog naturally continues to grow and discharge itself by wear; nevertheless, when the frog is overgrown and become ragged, the ragged or fringy parts only may be cut off, without injury, whenever shoes are to be removed. It is a mistaken notion that the frog of the foot must not touch the

ground, and, therefore, ordinary farriers cut it to the very quick, and hollow it out, especially on the Continent, even until the foot bleeds; destroying the elasticity of the limb; which, in consequence, rests only upon the outer edge of the hoof (as when a cup is turned upside down) the centre being unsupported—which may be compared to a human foot, resting on the toe and heel only, without any support to the ball.

Shoes should be carefully fitted, and put on perfectly cold; for, searing a hoof with a red hot shoe in order to fit it without the trouble of paring—or, as Farriers say, to soften the horn—burns this substance, and, drying the oily fluids which should nourish the hoof, contracts it; and, besides, the shoe becomes loose by the crumbling of the burnt horn. In nailing on shoes the points of the nails should be brought out through the solid horn, as low and near the edge of the hoof as possible, not driven high up, splitting the "quick," or the inner from the outer side, before the points of the nails are brought through.

BRIDLES:

CONSTRUCTION OF — HEADSTALLS, REINS, THROAT-STRAPS, CURB-BITS AND BRIDOONS OR SNAFFLE-BITS—FIXING THEM IN THE BRIDLE, AND IN THE MOUTH—MARTINGAL, AND ITS USE.

A BRIDLE for riding should consist of a bit with a curb chain, and a bridoon snaffle, two separate headstalls united by one brow-band, each with a separate rein, which is commonly called "a double-bitted bridle."

The fixing of bits properly in the headstalls of the bridle, so that they are neither too high nor too low when in the horse's mouth, are arrangements of the utmost consequence for the management of the horse, and the comfort and safety of the rider.

If the bits are not proportionably placed in the horse's mouth he is bewildered, and can-

not obey the intentions of the rider, which is dangerous to both. When the bits are too high the horse is gagged, holds up his nose, and runs ungovernably with his mouth open ("star-gazing.") When the bits are too low they are uneasy to the horse, and he employs himself in snapping to catch them in his grinders, becoming inattentive to his steps, and whenever the rider draws the reins to shorten the pace or stop the horse, the low position of the bits causes the head to stoop, bringing the chin so acutely to his chest, that he is in danger of stumbling and falling; therefore the bridoon-bit should be placed in the headstall, so as to be half an inch below the corner or end of the horse's mouth, when the bridle is upon the head, and the curb-bit half an inch below the bridoon. When the bridle is on the head, the curb-chain is to be hooked loosely underneath the bridoon-bit, which must work above, and independently of the curb-bit and chain. Curb-bits should have long cheeks to operate, as a lever, with greater power on the curb-chain. The bridoon is

also auxiliary to the curb-bit, but each have their separate properties.

The *Curb-bit,* being below the bridoon-bit, and acting on the jaw with the curb-chain, controuls powerfully—draws in the horse's head, with his neck beautifully arched, when held with judgment. It also makes him light in hand and on his fore legs, with a readiness in his haunches to spring—"Fire in his eye, and grace in all his steps." [See Appendix, D.]

The Bridoon, acting on the extreme end of the horse's mouth, lifts the nose, head, and neck to a position of natural freedom and lightness, and is to be invariably used in rough, soft, and unstable ground, where there are various obstacles; and especially in leaping, when the horse must not be restrained in his spring. It may be said, "why not always use bridoons (or snaffles)?"—I answer, because they have not always sufficient power to controul.

Throat-straps should not be buckled too tight, but only sufficiently so to prevent the headstalls of the bridle from getting out of place through any accident.

Martingals, though frequently used, are very seldom necessary for gentlemen's bridles; because, if a horse is educated—"broke in"—and his "mouth made properly," as it is called, he will be obedient to the bridle, and his head remain in the proper position; but if from imperfectness of sight, a horse carries his head high and awkwardly, to accommodate his vision; or, if from an irritable disposition, he waves his head, and disregards the bridle, a martingal will certainly operate as a check, in aid of the bridle, and may therefore be used; but even in such cases the reins in the sensitive and acute hand of an experienced rider will, in general, be quite sufficient. Many vicious horses may be found among a regiment of cavalry, yet rarely, if ever, any martingals. But awkward and timid riders, without science, or seats, are the persons who generally shackle the willing and sprightly horse with a martingal, to enable themselves "to hold on," by hanging on the bridle. Therefore, from whatever cause a martingal is used, it should have a separate headstall and noseband (quite in-

dependent of, and distinct from, the bridle) and never be hooked on the reins of the bridoon or curb-bit; because, on either of them, it would operate against the principle of the bridle, by forming an acute angle in the rein the martingale is attached to, and drawing the bit downwards, rendering it useless by relieving the mouth from its pressure; besides, affording a horse the convenience of stooping his head to kick up behind.

SADDLES:

THEIR FORM, AND POSITION ON THE HORSE —GIRTHS, BREAST-PLATES, CRUPPERS, STIRRUPS—IRONS AND LEATHERS.

SADDLES, though of various forms, should not be too high before, nor too low behind, but should be so shaped as to place the rider full upon his own seat, and in the centre of the

horse's motion. Saddles, beneath in the centre, should not touch the horse's back; because, the flexibility of the vertebræ must not be obstructed, nor the spine galled by the pressure of the saddle, a sore back being sometimes difficult to cure. The flat sides of the pad or stuffing only must rest upon the horse's ribs, leaving in the centre a thorough channel.

Girths should be of the same colour as the horse, and of strong firm materials.

Stirrup-leathers should be strong, sometimes change sides, and be put on with the buckles underneath. Stirrup-leathers, girths, and saddles, should not be elastic; such inventions are insecure and delusive.

Stirrup-irons should be moderately strong, but not heavy; and they should be made low in the arch to prevent the possibility of any foot slipping entirely through, and the dreadful accident of hanging in the stirrup. What can be the use of an extremely high-arched stirrup-iron? but width is necessary.

Breast-plates (or straps) are ornamental, and sometimes useful, in conjunction with the

crupper; but *cruppers* are always distressing to the vertebræ, and never ornamental; therefore they should be dispensed with when possible.

RIDING.

HOLDING — MOUNTING — USE OF BRIDLE-REINS, STIRRUPS—WALKING, CANTERING, GALLOPING, ETC.

RIDING on horseback has been termed equilibrium, meaning an equal balance of the person on the saddle, and implies uncertainty and insecurity—"a pair of tongs placed on a saddle", as was the "Pembroke system"—the rider precariously trusting to his power of balancing himself. But by reducing a better theory to practice, a skilful rider may sit a horse with as firm a seat in the saddle as if the rider had grown there.

Of the way of *Holding a Horse* by the bridle, many persons, grooms, &c., are ignorant, or careless. When the reins remain on the horse's neck, the person to hold the horse is firmly to grasp with his hand *both* sides of the reins of the bridoon underneath, and within six inches of the horse's chin, inserting his fore-finger between the reins, not holding only on one side. When the reins are not on the withers, but turned over the head, the person is to hold the horse by the bridoon reins, in the same manner as prescribed for leading.

Leading a Horse by the bridle is also too carelessly and by some ignorantly performed, whence accidents ensue. The person should turn the bridoon (or snaffle) rein from the withers over the horse's head, grasp both sides of the rein with the right hand, placing his fore-finger between, and holding it within six inches of the chin; then, taking the loop-end of the rein in the left hand, proceed by the horse's side, so as to be ready if he should start or attempt to fly away, to place his own shoulder firmly against him, and hold him in.

Mounting and *Dismounting* are described analytically, and to be performed in separate parts, or motions distinctly, by a learner in slow time, taking care to adjust himself in each position before proceeding to the next; but the same figures, positions, and actions, are to be strictly conformed to, when mounting and dismounting are performed in quick time.

MOUNTING, IN SIX PARTS OR MOTIONS, VIZ.,

No. 1.—Having approached, and placed himself with his breast to the fore-part of the horse's shoulder, the rider will, as the reins lie upon the horse's withers, with his right hand take up the loop-end of the curb-rein (the best to prevent the horse advancing while being mounted) and placing his left hand on the withers under his right hand, receive in it the bridle-rein, inserting at the same time the little finger between the rein, this right hand continuing to hold this loop end. Keep both hands thus together resting

on the withers, with the thumbs upward, and elbows (loosely) down by the sides.

N.B. The rider here stands up straight, with both hands holding the reins on the withers.

No. 2.—The rider must, with the right hand, draw up the rein through the left hand (which continues on the withers) by raising the right hand perpendicularly upward (in front of his own face) until the rein is sufficiently tightened to prevent the horse from moving, then close the left hand, and hold the rein firm.

N.B. The rider remains standing as in No. 1, with his left hand on the withers, but with his right hand raised straight upward, and holding the end of the rein, ready to—

No. 3.—Throw the rein (which is drawn by the right hand through the left) over to the right side of the horse; and with the right hand fill the left, (which

still remains on the withers) with the mane, and firmly grasp mane and rein.

These preliminaries may be termed "*Preparing to mount.*"

N.B. The rider stands in the same position as in No. 1; but with his right hand ready to descend to the stirrup.

No. 4.—Let the right hand descend to and seize the stirrup, turning the person on the left foot, at the same time, to the right and the left side to the horse, facing his rear: this position enables an active spring into the saddle. Put the left foot into the stirrup, and place the right hand on, and grasp the cantle of the saddle.

N.B. The rider now stands, with his left hand holding the mane and rein upon the withers, his left foot in the stirrup, and his right hand holding the cantle of the saddle, ready to—

No. 5.—Spring up with the right foot from the ground, aided by both hands—

Mounting

the left continuing to hold the bridle and mane, and the right the cantle—and stand erect with the left foot in the left stirrup and the right leg and foot touching the left as when standiug on the ground with both feet together.

N.B. This erect position must be attained before the right leg can be thrown over the saddle.

No. 6.—Throw over the right leg, and sit gently down in the saddle, letting the right arm fall gracefully by the side; and at the same time loose the mane by letting it slip out of the hand, but continue to hold the bridle-rein, then put the right foot into the stirrup.

No stooping distortions of person, or stiffness.

N.B. It is advisable on being mounted, for the rider to take his left foot out of the stirrup, and to extend both limbs straight downward till he is fully and freely in the seat of the saddle, and then take the stirrups.

Thus by six progressive actions as above, the rider mounts; but these must be strictly and habitually performed by him, with all the grace of elegant horsemanship, whenever mounting (and likewise dismounting) in quick time, without the riding-school pauses between each motion. The whole system of mounting may be thus comprised:

1st, Seize the bridle-rein on the withers.

2ndly, Draw up the rein.

3rdly, Throw over the end, and fill the left hand with the mane.

4thly, Put the left foot in the stirrup, and the right hand on the cantle.

5thly, Spring up erect in the left stirrup.

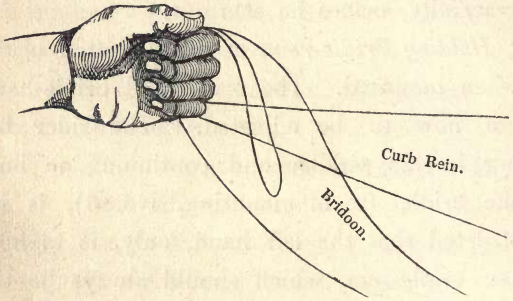
6thly, Throw over the right leg, and sit down in the saddle.

The rider having mounted should at once assume the proper position on horseback, which is an erect, elegant, and above all, an easy one. But it will be more progressive and necessary, to commence with instructions of the use of the bridle for the immediate security of the rider and horse; and in the

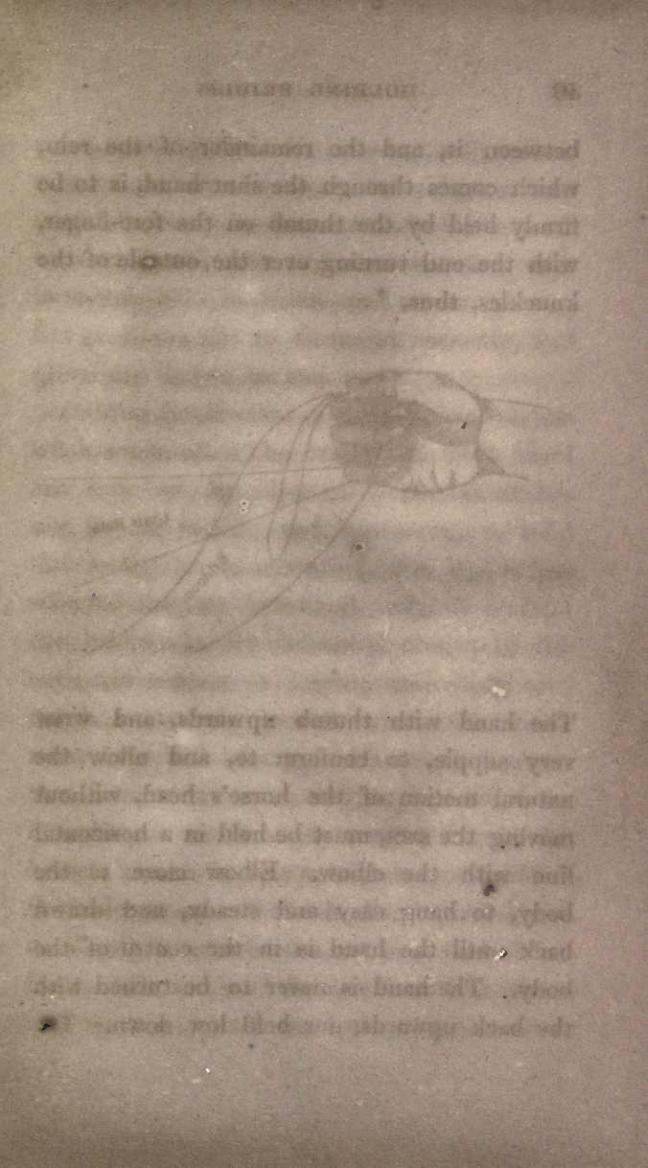
presumption of the rider choosing, as is recommended, to practice alone, for a person may teach himself in his own stable, or stable yard, however small, with the horse standing still, to mount, hold his bridle, and attain the perfect position; and to dismount correctly, and gracefully, before he sets out.

Holding Bridle-reins of double-bitted bridle when mounted. The bridle and bridle-hand are now to be adjusted. The rider being in his saddle, and continuing to hold the bridle (as in mounting, No. 6), is instructed that the left hand, only, is to hold the bridle-rein, which should always be the curb-rein (except in leaping and going over rough or broken ground, where the horse must have full liberty of his head), because that is most powerful, and no one can have a horse too much in his power; but if the horse's mouth is very sensitive or "tender," the rider must use the bridle accordingly—as if only a thread—and not hold himself on by it. The whole of the left hand is to grasp the bridle-rein with the little finger inserted

between it, and the remainder of the rein, which comes through the shut hand, is to be firmly held by the thumb on the fore-finger, with the end turning over the outside of the knuckles, thus,



The hand with thumb upwards, and wrist very supple, to conform to, and allow the natural motion of the horse's head, without moving the arm, must be held in a horizontal line with the elbow. Elbow close to the body, to hang easy and steady, and drawn back until the hand is in the centre of the body. The hand is never to be turned with the back upwards, nor held low down. The



Position of Seat.

bridoon-rein (loop end) is to be taken into the palm of the left hand, outside the curb-bit rein, allowing the remainder of the rein to fall loosely and gracefully on each side of the horse's neck. The right arm is to hang easily by the side, with the whip point downwards, taking great and constant care not to permit the holding and using of the bridle in the left hand, to cause the left shoulder to be more forward than the right; for the shoulders, and the whole person of the rider, are to be preserved perfectly even (or, as it is termed, "square") to the front.

N.B.—Remember that the very common habit of carrying the reins and whip in the right hand, is of no use, and is inelegant.

The Bridle-hand having been adjusted, the *position* of the rider in the saddle, is the next point. He must sit fully and equally upon his own seat, body erect, shoulders back, chest projecting, and small of the back bent, the thighs to be extended downwards, so that the middle of the inner sides of the thighs (not the back, nor under part) may grasp the

saddle, with knees bent, so as to place the legs a little more forward than "straight up and down," and feet parallel with the horse's sides; the toes raised and heels pressed down. To which may be added the riding-master's usual laconic directions of, "body back—elbows down—toes up—and heels out." But if, on the contrary, the knees are opened outwards, the under-part of the thighs on the saddle, the heels drawn up, and turned in, and the toes outwards, such positions are insecure, dangerous, ugly, and vulgar.

When the rider's person and limbs are put into the proper position (which should be done without the stirrups) and he is sufficiently experienced, then the stirrup-irons may be placed, for the ball only of each foot to rest upon. The length of the stirrup must be ascertained, previously, by measuring. Extend the thigh and leg straight downwards, and fix the length by the bottom of the stirrup-iron, being one inch above (shorter than) the ancle. [See Appendix, A.]

The rider being now in his proper position, is impressively informed that, in his future progress, when the horse is put into motion, he must not be disturbed in his seat, nor altered by any movement, nor yet become stiff, but remain easy, supple, and elastic; because, in his own person he must ride independently of either bridle or stirrups—although he makes use of both—and is not to hang on the one, nor cling by the others. The bridle is only used for guidance—and the stirrups to rest the feet upon.

Dismounting is in all its motions the exact reverse of mounting, and is to be performed in four distinct parts, namely:—

Supposing the rider to be mounted, with the reins in his left hand.

No. 1.—With the right hand take hold of the spare end of the riding-rein, and by raising the hand with elbow in a line, draw the rein straight upwards, through the left hand sufficiently to prevent the horse moving.

No. 2.—Throw the drawn end of the Rein over to the right, fill the left hand with the mane, and instantly placing the right hand upon the pommel, loosen the right foot, only, from the stirrup.

No. 3.—Still keeping fast hold with the left-hand of rein and mane—press the right hand upon the pommel and spring up from the saddle on the left leg, which remains in the stirrup, bringing the right quickly over, and clear of saddle, to the left leg, and at the same time shift the right hand from the pommel to the cantle of the saddle, then, resting on both hands, stand upright in the left stirrup (as in mounting, No. 5, page 26).

No. 4.—Descend lightly (aided by the hold of both hands) straight down to the ground, with the right foot, take the left foot out of the stirrup, and the right hand from the cantle, and loosening the hold of the mane, turn to the left with right shoulder to the horse.

Dismounting in quick time (without the pauses).

1st,—Draw up rein.

2nd,—Throw over the end of it, and fill left hand with mane, and take right foot out of stirrup.

3rd,—Spring up from saddle, on left foot in stirrup, bring right leg over to left leg.

4th,—Descend.

The rider having again mounted, the horse may be put into motion; for which purpose the bridoon-rein may be used by a learner in early stages of practice, with the curb-rein loose in the palm of the hand (as bridoon is described in page 30) and the stirrups dispensed with by crossing them over the horse's withers, if in the circle of a private paddock or riding-school; if on the road, however, subject to interruptions, use the stirrups, but frequently take the feet out of them, whenever opportunities occur, so as to acquire, by degrees, the independence of not relying on them for support; and to ensure the preservation

and security of the proper position, with or without stirrups, in every step as the horse proceeds. To cause the horse to move forward—which should always, by learners, be at a walk—the rider must raise the horse's head with the bridle, to give him notice, and pressing, not kicking, him with the inner sides of both legs at once, at the same instant "give him his head," by easing the bridle-hand, then he will immediately proceed. The horse's pace is to be regulated by the rider's gently tightening, drawing in, the rein when he is to go slower, and slackening the rein, easing the hand, and closing both legs, when he is to go faster—taking care never to surprise the horse's mouth by sudden transitions from slack to tight. To tighten or slacken reins considerably, the rider should with the right hand take hold of the turned-over end of the rein, (as in No. 1, page 33, in dismounting), and draw in, or let out, through the left hand, as occasion requires.

The use of the Legs may here be more fully explained; the legs from the knees down-

ward, are to hang straight, easy, and steady, and be clear of the horse's sides; they are to be used in conjunction with the bridle for the purpose of communicating the will of the rider to, and actuating the horse, by closing both, or either, on his sides, as may be required*. If the horse does not obey the legs,

Use the Spur or *Spurs*, by drawing backward the foot, or feet, and turning the heels inward to the horse's flank—the rider at the same time being prepared to accompany the sudden motion of the horse, and go with him.

Although the use of spurs is here described, it is not meant that the pupil should wear them when mounted, in the early stages of practice; because spurs would be improper and dangerous, until the rider has acquired a steady seat—learned to keep his heels clear from the horse's sides—and the complete use of his legs without spurs; then he may venture to put them on, recollecting that they are not to be used, merely because he has them,

* Never swing or flap the legs, as is practised by donkey-riders of the lowest grade.

but only, as prescribed, when the touch of the leg is not obeyed sufficiently; therefore *use spurs only on extreme occasions.*

The rider must always bear in mind, that every movement of the bridle, and of his legs, is felt and responded to, by the sensitiveness of the horse, so that when the rider errs, the horse goes wrong, therefore the bridle-hand and the legs must act in conjunction—"Hand and legs together"—regularly and scientifically; namely, when the horse is to go straight forward—walk, trot, or gallop—close both legs on him, so that he may be equally touched on each side, and slacken the reins to give him the power and liberty of moving. To turn to the right, turn the horse's head with the bridle to the right, and at the same instant close the right leg against him to turn his croup round to the left. To turn to the left, turn the horse's head to the left with the bridle, and with the left leg turn round his croup to the right—thus making both ends of the horse turn with facility in aid of each other; then, when the horse is again to go

Shortening the Reins suddenly

straight forward, close both legs against him, keep the reins equal, and ease the bridle-hand. The legs are to hang easily and clear of the horse's sides, and are not to be used against the horse unless for the purposes of guidance or increasing speed.

To stop a Horse.—When a horse, going at any pace, is to be stopped, the rider should gently, but firmly and steadily, draw the reins diagonally upward towards his own breast,* by raising the bridle-hand and leaning back the body to give weight to the pull, taking care to hold firm, and keep the legs clear from the horse's sides, which will prevent the rider from being himself jerked, or from "bobbing forward," by the sudden stop. As soon as the horse has obeyed the check and remains still, slacken the reins. If the horse continue to go back, when he was only intended to stop, and stand still, or fidgets and moves in any other way, close both legs against him, and hold him steadily with the bridle in the same

* Not downwards towards the pommel, nor sideways.

spot. So, likewise, if a horse, from any other cause goes backward, when he should go forward, ease the bridle-hand and strongly close both legs—or even spurs—upon him; and when he goes forward, he is not to be allowed to start off, but to go at a walk until the rider chooses to increase the pace.

Stopping and *Reining Backwards*, should be practised from all paces—for tuition and expertness—and to enable the rider to "pull up," and to "back" on any sudden occasion. The horse having been stopped may be "reined back," which, if properly performed, is literally walking backwards. To accomplish this the rider must shorten the rein, as prescribed, then lifting up the horse's head, lean his own back, and keeping his legs clear from the horse's sides, draw the bridle with his hand firmly and steadily, without tugging, towards his own breast, and oblige the horse, by the guidance of the legs, right or left, when he deviates, to walk backwards in a straight line.

The next degree of riding tuition is from the *Walk* to the *Trot*, for which purpose the rider

must again raise the horse's head, ease the bridle-hand, and close both legs on him to send him forward, regulating the pace with the bridle-hand to a steady trot. When the rider has practised this for some time with success, keeping his elbows down, heels down, and "body back," and sitting full upon his seat in the saddle, first without and then with stirrups, he will naturally discover the very easy method of relieving himself from the jolting of the trot, by what is usually termed "easing in the saddle," which the rider must acquire by raising himself in the saddle on the inner part of the thighs (not from the stirrups), alternately to the stepping of the horse, his own legs and feet remaining steady in the proper position. But if the rider in a trot raises himself in the stirrups, he is lifted from the saddle, loses his firmness and seat, and becomes dependent on the strength of the stirrups and his own precarious balance in them, which any unexpected alteration in the horse's progress may overset. [See Appendix, B.]

Cantering is the first degree of *Galloping*,

and is similar to it in every respect, except in the length of spring and the speed, a canter being a compact and contracted pace; and a gallop being any extension of pace the rider chooses, even to the full stretch: both are to be commenced in the same manner, either from the standing position, or from any pace at which the horse may be going; and must be regulated by the rider's hand, with rein short, and held with the utmost watchfulness ready to contract or extend the step, turn to either hand without altering the pace; or, to make a full *halt*.

The rider must anticipate every spring of the horse, and in every movement go with him; and not through hanging back have to be jerked or plucked forward by the motion of the horse; for as he is placed in the prescribed position on the horse when standing, so the rider ought to remain when in motion, upright, steady, easy, and firm, and full upon his seat—"no day-light showing between him and the saddle"—and yet be perfectly elastic from head to foot. The horse is to move with the rider, and the

rider with the horse inseparably—but in short a rider properly taught and experienced, has only, in the canter and gallop, to sit quite at his ease, and let the horse move under him without being himself in the least disturbed.

Standing in the stirrups during a gallop is a dangerous attitude, and adapted only for a jockey in a race, who thus balances himself on the centre of the saddle (which is the centre of the horse's motion), to render his weight less perceptible to the horse; and the precarious balance even of a jockey is not only apparent, but proved, when his horse deviates; standing in the stirrups is therefore only adapted for jockeys by profession, who race "neck or nothing," and whose dress and figure in some degree become the attitude.

The *Canter* and *Gallop*, with the rider sitting full on his seat, and well "down in his saddle," (page 33) must be performed by the horse with his right leg foremost—head up, and "well on his haunches"—which is natural to horses and all quadrupeds; and they all do so unless a rider, with both whip and rein in right hand,—

a most ridiculous fashion—erroneously strikes or spurs the horse on the right side, and causes him to commence the canter with his left leg.

To cause a horse to canter or gallop from standing, from the walk, or from the trot, the rider must raise the horse's head with the bridle (short in hand), and at the same time close his *left* leg strongly on the horse's side—and keep it there until he obeys, and sets off with his *right* leg. When the rider has occasion to turn to the left in the canter or gallop, or go round a circle to the left, the horse must then be made to change and put foremost his *left* leg, by the rider closing his own *right* leg on the horse's side, and holding it there until he obeys; then, when the horse is again to go straight, the rider must oblige him to change from left to right leg foremost, by closing his own *left* leg against him. Observe, that whenever a horse, while cantering or galloping, is turning, or going round a circle to the *left*, he must do it with the *left* leg foremost; but on all other occasions,

Leaping.

in turning to the right or going straight forward, with the *right* leg.

An experienced rider can cause his horse to change the foremost leg in a canter or gallop, by the alternate application of his own right or left leg, as prescribed, each time raising his bridle-hand to give the horse notice, and yet continue in a straight line, and without altering the speed. Never suffer a horse to fall into the error of himself changing to the wrong leg foremost in a gallop.

In going round a circle in a canter or gallop, the rider must lean his body inwards in the same proportion as the horse leans, so that from the crown of the rider's head to the horse's hoof is in a straight line, using only his own outer leg, and keeping the inner one clear from the horse.

Whenever a rider in a canter or gallop is desirous of changing the horse's pace to a walk, without stopping, he must gently draw in the bridle-hand, and close the right leg against him to check momentarily the prominent

action of the horse's right leg, then instantly touch both his sides by closing both legs at once upon him, and ease the bridle, or continue to hold him in, according to the speed of the walk or the trot intended.

The walk, trot, canter, and gallop must each be practised, and perfectly acquired, before proceeding to the next degree. "All should walk before they gallop."

Leaping, which to untaught riders appears extremely difficult and dangerous, is to be easily acquired by practice founded on science.

The equestrian scholar may be first taught by practice to leap a small space in the canter to accustom him to the sudden spring, and then a height.

Leaping space should be performed while the horse is in a canter or gallop, but leaping a height may be performed either from standing, or from any pace at which a horse may be going.

The skill of leaping consists principally in the rider's own acute anticipation of the horse's spring when he is raised upon his haunches,

and in being prepared for the spring of the horse's hind legs, in every nerve going over with him as a part of the horse's self—he must not, by being late and hanging back, have to be plucked forward by that spring, which operating on the angle of his person pitches the rider over the horse's head, before the fore-quarters of the horse reach the ground.

Preparatory to the leap the rider should take up the bridoon-rein, and, slackening the curb-rein to the full extent, retain only the loop-end of it in the palm of his hand and leap with the bridoon only; because that acting in the corner of the horse's mouth lifts up his head, and allows him more freedom; whereas the curb-bit acting lower down in the mouth and griping the jaw, draws his head and chin inwards to his breast, and restrains his powers of extension, so that if the horse in leaping with the curb-rein stumble, he must fall with his head under him. The rider, therefore, with the bridoon, must approach the "leap" in such a manner as neither to hurry nor flurry the horse; but to allow him a full

view of the place he is to go over, which view he takes in a twinkling. If space, the rider, "giving the horse his head," and closing both legs against him strongly, springs most easily with the horse, and throwing back his shoulders and bending his own loins, as the horse's feet come to the ground, he retains his seat immoveable.

On arriving perhaps on soft ground the rider instantly lifts up the horse's head, to lighten the fore-quarters, and again, but gently, closes his legs on the horse's sides to bring in the hind quarters strongly under him; then takes up the curb-rein and proceeds for a few paces, if only for a lesson.

A *Standing Leap*, or to leap over a height from the standing position, the rider, with the bridoon, must lift up the horse's head, close both legs upon him, and, as he rises on his haunches for the leap, the rider should give him ample room in the reins fully to extend his neck and shoulders, and exert himself. As he makes the spring, the rider (not moving from his seat) must heave his own person with the horse,

keep his own seat well forward, and, bending his loins, throw his shoulders backward as the horse descends, to balance himself in that descent. As soon as the horse is over, lift up his head gently with the bridle and close the legs against him lightly, to assist him in recovering himself fully upon his legs again.

Thus, leaping a height may be performed with ease and pleasure to both man and horse, only requiring practice, by beginning low, and gradually increasing the height; it is the necessary preliminary lesson, and naturally leads to the flying leap, or—

Leaping over a height from the Gallop.—This differs from the "standing leap," principally in agility; because, although performed in the same manner, it is immediate in rise and spring, so that the rider must be able to adjust his own notions, and instantly make the necessary arrangements of himself and horse, as he approaches the obstacle, or "leap," springs over, and recovers his horse's footing.

If a Horse starts or "shies" to one side of the road, or turns round, the rider must

keep him short in hand (without any sudden check,) and strongly close the leg against him on that side to which he is springing or turning; and while continuing to press that leg against him, or even the spur, to check his side movement, ease the hand, and close both legs on him to set him straight, the rider preserving his own patience, calmness, and presence of mind. This will generally restore the horse to tranquillity and confidence. [See Appendix, C.]

Never punish a horse for being afraid of any object he meets with, because he is most likely to suppose that the punishment proceeded from, or was occasioned by, the object he feared; but, without severity, press him on unhesitatingly, as if it were a matter not worth notice; or by gently showing the object at a distance, let him stand quiet and unrestrained to convince himself and recover his tranquillity; and then proceed slowly, not suffering him to fly away, retaining his fear. Horses are often considered restive, when they are only afraid and want confidence. [See Appendix, E, F, G.]

When a rider by any chance is removed from his seat, he naturally uses every endeavour to get properly placed in it again, which he must do by opening his limbs, and pressing himself down in his saddle; but if he leans forward, crouches and clings with his knees and legs, and even with his hands, he will be the sooner dismounted; for the jerk, and every other motion of the horse lifting him up, this mode of proceeding will keep him so, till becoming confused, like Dr. Slop, he loses his presence of mind, loses his bridle, loses his seat, and off he slides. Stooping the body forward is at all times the readiest means of being dismounted.

GENERAL REMARKS.

In riding on horseback, great and habitual care must be observed, as has already been repeated, never to check or tug the bridle-reins, but gradually *draw* them, when tightness is requisite, and hold them firmly. A horse is exceedingly attentive to sight, sound, and touch, therefore, jerking, or suddenly checking

the reins, confounds him, and causes him to mistake the wishes of his rider; and tugging bewilders and makes the horse furious. Yet such a rider will frequently ascribe his own fault to the horse, and again most unreasonably tug, jerk, saw, whip, kick, and spur him, destroying the temper and docility of that naturally gentle, sensitive, and noble animal; although it has been proved again and again that horses do not require severity, but only plain directions, being tractable enough when they meet with kind treatment, and tender tuition.

The present most unaccountable mode of carrying the whip is turned upwards and leaning towards the horse's eye. Irregular paces, startlings, false steps, and perhaps running away, are thus caused by his whole attention being absorbed by the shaking whip, which appears to threaten him. Whenever a whip is carried it should be with the point downwards, out of the horse's sight, and ready to be used on the right flank; but when required for the left flank carry the whip straight

with the point turned upwards, so as to be reached over the bridle-hand, and applied to the left side—but these methods of using the whip are only necessary when the rider does not wear spurs. Whip and spurs together are only necessary for rough-riders and horse-breakers.

It may be here further explained that, besides the grace given to the figure by resting the ball of the foot only in the stirrups, it affords elasticity to the ancle, and freedom to the heel. But when the foot is wholly in the stirrup, up to the instep, the leg, ancle, and foot, are fixed, stiff, useless, and ungraceful.

Bad riders wonder why horses become gentle as soon as they are mounted by skilful riders, although they do not appear to exercise skill; the reason is, the horse goes at his ease, yet finds all his motions watched, which he has sagacity enough to discover. A skilful rider hides his whip, because the horse is afraid of it, and keeps his legs from the horse's sides, because he dreads the spur.

Having given instructions for what riders

ought to do, it may also be useful to describe what they ought not to do.

It is inconceivable why ordinary riders continue the erroneous habit of holding their hands with the bridle low down near the pommel, where they can have no power to restrain or guide the horse, unless it be for the convenience of catching hold of the pommel for security.

Riders, in general, too, very erroneously hold the reins of both the bridoon and curb-bit at the same time in one hand, mystically placing them at equal lengths, between all their fingers, which prevents the use of either rein separately, or any alteration on a sudden occasion—besides, such a complication of both the bits and reins is contrary to their construction. But if a rider cannot hold the bridle with a light hand, merely for the guidance of the horse, let him use the bridoon only, with curb-rein flowing from the palm of his hand.

ADDRESS TO THE LADIES.

LADIES' BRIDLES AND SADDLES DESCRIBED —POSITION OF A LADY ON HORSEBACK— HOLDING REINS, ETC.

THE method of riding on horseback upon a side-saddle — in the graceful and admirable fashion of the English Ladies—may truly be termed "equilibrium;" for, though they are supported on one side, they balance on the other: nevertheless, good tuition in the minutest points of equestrian skill, accompanied and aided by their own acute comprehension, resolution, and elasticity, with practice (which soon perfects a habit), are necessary to establish ladies in an unconstrained, easy, and secure seat.

The equestrian education of ladies is too frequently incomplete, either from its being entrusted, in the country, to the care of

some confidential domestic in the park or paddock, or to a few scanty lessons in a riding-school, and the riding-master's "matter-of-course" compliments on their equestrian abilities. Their want of perfection may also be owing to their own haste in venturing, prematurely, to ride alone without the instructor. Hence, perhaps, they lose, or at least never acquire gracefulness, nor the perfect management of the bridle-reins, and imbibe many errors and uncertainties, without the resources afforded by a knowledge of the science of riding, besides being always in danger. They therefore should acquire theory to enable them to practice with confidence. A gentleman may thus instruct his wife and daughters in holding the bridle, and placing themselves in the saddle, the crutch, and the stirrup, and to arrange their dress, in his private stable-yard, and practice in a circle in any spare corner of his garden or lawn.

Ladies require *Saddles* adapted in the crutch, seat, and cantle, to their own individual persons. In some ladies the saddle and its appurtenances must be more ample than for others

of less stature; therefore the crutch of every lady's saddle should suit the limb in shape and size, and also in its distance from the seat, which should be full, but not too flat, and with no projecting ridge on the left side, which is very inconvenient. It may be explained, that a puffed edge (although so ingenious in the eye of the saddle-maker) is very frequently uncomfortable to the rider; therefore the seat of the lady's saddle, though flat, should be so formed, that this may not be felt. The stamped leather should be strong and pliable, and not, as it is too generally, a trifling, flimsy strap; because the weight of the person sometimes bears upon it very considerably. The stirrup should be a three-quarter slipper, and long in the toe; it may be high in the instep or arch, but not too wide. The breast-plate, crupper, and surcingle, with broad, strong girths, are indispensable securities to a lady's saddle.

Ladies' Bridles should have a strong curb-bit, with long cheeks, and a bridoon, with reins adapted for weak hands to use against the power of the horse. The reins should be soft

and of a good quality, breadth and thickness so as to fill the hand, but not clumsy, nor yet strips which slip through the feminine grasp; on this account tape-reins are insufficient and dangerous; the curb-rein should have a "runner." Ladies' bridles certainly appear more handsome and suitable when ornamented with shells, pearls, &c., than if plain, like those of gentlemen. Ladies may also require martingals to assist their strength, by exercising a continual restraint upon the horse; which martingals (as for gentlemen) must have a separate headstall and noseband, and operate independently of the bridle; because, as has been before explained, the martingal must never be hooked to either of the reins, or any part of the bridle, as this renders the bridle inefficient.* (Page 20.)

* A lady, a good horsewoman, was run away with by her horse, notwithstanding curb-bit, bridoon, and martingal, and her using all her strength; because the martingal was hooked to the reins of the curb-bit, and therefore the more she pulled, the more the horse's mouth was relieved from the gripe of the curb-chain, by the angle the martingal caused in the reins, the bit drawing downwards. This would likewise be the result if the martingal were fixed to the bit.

Ladies' riding-habit skirts should not be confined with any strap or ribbon attached to the saddle, but by some other means, if anything is necessary. The skirt pinned in a fold, and separately confined, is adviseable, in case of accidents. Riding dresses have been much improved of late.

The Position of a Lady on Horseback should be erect, easy, elastic, and graceful; the chest projecting, loins bent, elbows always down and steady, and shoulders and back equally "square" to the front, as if she were not, with her limbs, sitting sideways. She should sit firmly and equally upon her seat, and not as if hitched to, or suspended on, one side of the horse, nor yet too far over on the other side. The right limb should form nearly a right-angle over the crutch or head of the saddle, but the knee should not be raised; the upper part of the limb should rest wholly upon the saddle; the left limb, with the knee bent and turned inwards, and foot *advanced*—toe up and heel down, parallel to the horse's side in the stirrup, which must be proportionately fitted, so as to support her on

the mounting side, without forcing her over to the other.

The most important performance for a lady on horseback is the management of the bridle, on which her own security very much depends, and which, besides using awkwardly, few seem to understand, or are sufficientlly careful about, to avoid danger. But as they cannot have the horse too much in their power, ladies are to hold and use their bridles in the same manner as is prescribed for gentlemen (see page 29); and on being mounted, they should take up and adjust the reins scientifically, securely, and gracefully, viz., as the reins rest upon the horse's neck, take up the loop-end of the curb-rein with the right hand, and placing the left hand under the right, receive the bridle in it, inserting the little finger between the rein, then close the left hand, and with the right draw the rein perpendicularly upwards through the left hand, throwing the spare end of the rein over on the outside of the knuckles. The left hand, thumb upwards (page 30), and wrist always

supple, to conform with, or allow of the motion of the horse's head, without moving the arm, must be held horizontally with the elbows, which should be steady, easy, close to the body, and drawn back until the hand is opposite the centre of the body. The bridle-hand, in holding and using the bridle, is never to be turned with the back upwards, nor held low down. The loop-end of the bridle-rein is to be taken into the palm of the left hand, outside the curb-rein, and to fall in a festoon on each side of the horse's neck. The right arm, and hand with the whip turned downwards—not shaking in the horse's eye—should be extended, and hang easily by the right side; or the hand with the whip, whether turned up or down, may occasionally be held symmetrically with the bridle-arm, and both elbows down. This position of the hands and elbows exhibits lightness and elasticity of person, which are always admirable and conducive to security of seat in equestrian exercise. When a lady's strength is insufficient, at any particular moment, to "hold-in" the horse with her left hand only, she should assist

it by taking up the bridoon-rein with the right hand, the forefinger inserted between, retaining in the same hand the whip—point downwards. She should also keep and use the bridoon-rein and its bit *above* and independent of the curb-bit; and, when she has no further occasion for the bridoon, can re-place that rein in the left hand as before.

Previously to giving directions respecting the progress of a lady on horseback, it may here be necessary to explain, that as the position of a lady on horseback upon a side-saddle, occasions a continual and partial action on one side of the horse, it may cause him to go obliquely. This must be remedied by the bridle, and by the proportionate touch of the whip on the other side, so as to equalize the horse in his path. A lady, if desirous for her horse to move forward at a walk, should gently raise (not jerk) his head with the bridle, and, when necessary, touch with the left foot, if possible, in conjunction with the whip on the right side, then raising her hand, the horse will proceed straight, both

his sides being equally touched at the same time.

In order to guide her horse to the right, a lady must turn his head that way with the bridle, by moving her hand to the right, and his croup to the left, by a touch of the whip on the right flank.

To turn to the left, a lady must guide the horse's head that way, and his croup to the right, by means of her left foot.

To make a full stop, and also "rein-back," a lady must firmly and steadily draw the bridle-reins (diagonally) upwards towards her own chest, adding the weight of her person by leaning back, and obliging the horse to stop; and when he has done so, ease the bridle-hand, that he may remain stationary. But if the horse is to "rein-back," she must continue the steady pull, and oblige him to walk straight backwards as far as required; which done, she must slacken the reins, and let him stand still. "Reining-back" is a useful accomplishment in the art, and should be often practised as a lesson, by stopping, "reining-back," and again

stopping and advancing alternately, fully to establish the skilful and certain management of the horse's head.

To *Canter* or *Gallop*, a lady must tighten the left rein, and lift it straight with the bridle, and at the same instant firmly touch the horse with her left foot, and keep it against him until he obeys. On turning the whip, reach over the bridle-hand, and smartly touch the horse on his *left* side. He will then instantly proceed with his right foot foremost in a natural canter: the pace may be regulated as the lady chooses, by gently drawing in (tightening) the reins, when the horse is to go slower—and easing (slackening) them when he is to go faster. She must however take care not to surprise the horse's mouth by sudden transitions from slack to tight. Whenever a lady has occasion to shorten the reins considerably —"to take them short in hand,"—she must with the right hand take hold of the spare end of the reins, and draw them sufficiently through her left, (as in page 33.) The lady must always preserve her upright position, loins bent,

shoulders back, elbows down, and adapting her own elasticity to the motion of the horse, be supple and graceful. But ladies are necessarily both ungraceful and insecure, if they bend forwards while setting off their horses in a canter or gallop. The horse moves under the rider, but the rider must go with the horse.

In the canter or gallop, the horse must be held with his head and crest up—light on his fore-legs, and "well upon his haunches,"—and not be allowed to lean the whole of his weight upon his fore-legs and be light behind, or, as it is termed, "heavy-in-hand," but if kept by a supple wrist light-in-hand, his figure and action are elegant and easy, both to the rider and himself, and his power is more under command. Never gallop up hill, for though the ascending motion may be pleasant to the rider, the exertion strains the horse's hind quarters.

Ladies must not use the whip to the right side of the horse in a canter or gallop, when he is to gallop with his right leg foremost in a straight line (page 44). But when, for *practice*

sake, a lady canters or gallops round a circle to the *left,* then by touching the horse on the right side, tightening the right rein, and raising his head, he will instantly set off with the left leg foremost; but this, as well as trotting, is an uneasy pace for ladies, besides being inelegant. If ladies would make use of the left leg and foot on horseback—which some do even with a spur—and as horsewomen, properly instructed, might and should do, then the whip, turned downwards in the right hand, could co-operate with the left foot most advantageously and properly. But if a lady *cannot* use her left foot against the horse, she should (though generally carrying her whip as prescribed, with the point downwards), yet when required for the left side, hold it "straight up and down," as is commonly said, or straight upwards in the right hand, and be careful that it does not droop or quiver towards the horse's eye, keeping him in alarm and uncertainty. She will then be enabled, with the right hand, to reach over the bridle-hand, and use the whip on the left side, (as well as on the right) but

this must only be when peculiar circumstances require it.

By "touch" with the whip is meant a slight intimation—not whipping—but if a horse does not obey, then the touch with the whip must be smart.

No lady should venture on a horse that requires whipping, or that is not perfectly and securely educated for carrying a lady.

Too much cannot be said concerning holding and using the bridle, which is so much neglected, and understood by so few; for it is distressing to behold a lady on horseback in the dangerous predicament of holding the rein in a bundle or wisp, and as some do, in their lap, or striving to place them between her fingers in some mystical way, without knowing the regular manner, which is at once so simple, so secure, and so graceful.

The anxiety of the author for the perfection of scholars in the science, will, he hopes, be fully appreciated; and that they will be permanently benefited and secured in its exercise, by his having in every stage of his instructions

so distinctly repeated the use and the manner of using the bridle.

Ladies are also referred to the instructions for driving, and remarks on harness and carriages. Many accidents happen from the carelessness of servants, which a mere glance of timely observation might prevent.

Ladies' horses should be protected from flies, particularly in the autumn, by a white or brown net, made in *one piece*, which may be of a colour contrary to the horse—black or brown on white horses, white on dark ones. It should cover the horse wholly, head, body, and croup, and is very ornamental.

HARNESS.

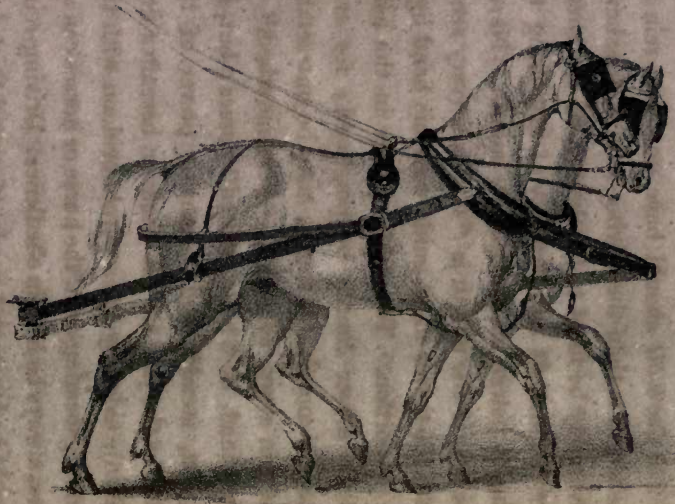
HARNESS.

BRIDLES—HEADSTALLS—WINKERS—CURB-BITS—DRIVING REINS, ETC.

Of Bridles.—Headstalls should be very strong in buckles and buckle-tongues, as well as leather, for much depends upon them. The forehead-band should not be too short, as is sometimes the case, but amply long, to allow the headstall to sit so far behind the ears, that they may have full play and be unconfined, and the headstall itself be more secure upon the head. The nose-band must not be too tight and confined to the curb-bit, but allow the full operation of the curb upon the jaw. The winkers ought to be placed with the centre rather above the eyes, to shade them from objects above and at the sides, directing the sight and attention to the front and downwards. Winkers ought

not to press upon the horse's eyes, nor yet be of a concave form enclosing them, but should be only flat screens, allowing ample room for the exercise of the lids, without friction, which latter is frequently one of the miseries to which, by carelessness, horses are subjected.

Notwithstanding the present partial and injudicious disuse of the bearing-rein, *a Driving Bridle* should have a separate bridoon-bit, with a bearing-rein—no headstall—running through rings or attached to the thread-strap, or suspended from the headstall of the bridle. This rein, thus forming an acute angle above the cheek, raises the horse's head, keeps him light upon his fore-feet, excites the nerves, and causes him to move with ease and energy; and this bit, being also on the angle of the horse's mouth, is a constant check on any wild indication of the animal. But the error of fixing both the bearing-rein and the driving-rein together upon the curb-bit only, causes each to counteract the other; for the bearing-rein holds the bit above the effect of the lever of its long check upon the curb-chain, when acted upon by the



Harness and Placing

the driving-rein, and protects the mouth and jaw of the horse from the pressure of the curb-rein; therefore,

The Curb-bit should have no other rein attached to it than the driving-rein, which should invariably be fixed to the bottom of the check, for the benefit and security of exercising the utmost power on the horse's mouth. Nevertheless, if the mouth is "tender," (very sensitive) the driver must guide with his hand light in proportion. Too much power in the hand of the driver cannot be possessed; for even "tender-mouthed" horses may be untractable and run away, as well as "hard-mouthed," or frightened, or "high-spirited" horses; but, by a firm, steady, and unceasing power of the reins in the jaw (in the manner hereafter described), aided by the separate bridoon with the running-bearing-rein, the horse or horses can almost always be held in obedience. Driving-reins should be long, and made of sound thick leather, which cannot stretch. Tape or white-leather reins, which may be thought ornamental, are insecure, because they slip through

the hand, especially in rain, when they become wet.

An extra rein, called a "check-rein," (because it is buckled to the bottom of the check of the curb-bit, in order to operate with more power in case of need), is generally hung over the "dashing-iron" or "foot-board." This check-rein, from its ill-contrived position, cannot be extricated and made use of in any case of sudden accident; therefore no driver should venture, with the insufficient power of the reins he drives with, being buckled high up on the bit, because a delusive "check-rein" hangs over the "dashing-iron" at his feet. A horse may run away ungovernably, while the driver is precariously catching at the check-rein, which he cannot obtain.*

Collars and Harness.—Collars must be made to fit in the part nature seems to have prescribed, which is the thick bottom of the neck,

* Notwithstanding the various and very ingenious sorts of bits that have been used, from the severe Turkish roller-hinge curb-bit to the cart-horse-bit, none are so effectual as a curb-bit with a straight, smooth, *thick* mouth-piece, which cuts neither the tongue, gums, nor jaw, yet allows the horse to exercise no discretion, but only obedience, to relieve himself.

free from the shoulder-blade, and where it cannot injure the horse—this, indeed, is now generally understood. A short collar chokes—a wide one rocks to and fro—a small one pinches—and a large one cuts the chest and shoulders. Harness, on which all the power and draught of the horse, and also the weight of the carriage and lives of the passengers depend, are too lightly considered, and too much neglected in the fastenings by chains or straps at the bottom and top; if either should fail, the harness opens, and the ponderous weight and power of the horse forces him through, when the result may be dreadful. Therefore the fastenings of the harness should be frequently examined, notwithstanding they are handled and cleaned every morning by the servant. The chain at bottom wears, and the strap at the top also wears, and is sometimes carelessly buckled—tongue not through, and the end of the strap not secured. The buckle should be strong, and the tongue long, for on that tongue holding the strap, all depends.

Traces should be long enough in proportion to the horses, to allow them rather more than a

full stretch, with which they will have an easier draught, and be free from the danger of touching the carriage. Crossing the traces of a pair, or of four horses, is a great error, especially of "leaders," by having the inner trace of each horse hitched across to the bar of the other, so that when the horses stop, and may be supposed to pull together equally, they only draw the carriage with the other trace, while with the inner one they drag each other back. Each horse should have only his own line of draught; and all be kept equally to their work by the driver. [See Appendix, K.]

Breeching also should be so placed, as to allow ample room between the collar and breeching for rather more than the extreme extent of the horses' stretching-step, and should be rather high, (about four inches below the thigh joint), and not hang flapping and fretting the horses' thighs, and impeding the motion of the limbs. Besides, if the breeching be placed too low, the weight of the carriage in going down hill, presses upon the lower part of the thigh, and lifts the hind legs involuntarily from under the

horses, causing them to slide. But breeching and collars are generally not necessary together, except for a stage-coach or other heavy travelling carriage.

Pads, of which the fashion very frequently is changed, ought always to be of the figure of 8, *i. e.* broad at the points and narrow at its centre, for four-wheeled carriages. And the same form, on rather a large scale, without long, galling, stuffed side-flaps, is sufficient and superior for two-wheeled carriages, light to the horse, cool and harmless to his back, and shows his form to advantage.

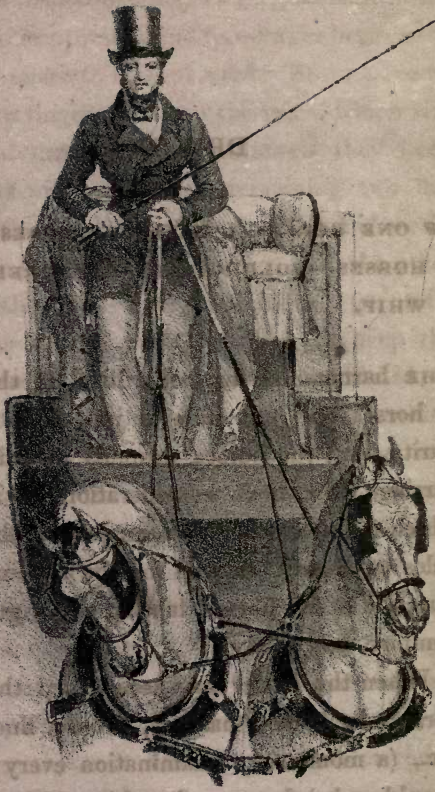
Not only is the fitting of harness of importance, but also the putting it on with care, that all parts thereof may sit easily, comfortably, and equally upon the horse, and each remain in its proper place. Many serious accidents are occasioned by neglecting this, which are ascribed to the awkwardness, ill-temper, or vice of the horse, but which are probably caused by the inattention, ignorance, and prejudices of servants who have been trusted.

The Pole of a Carriage should not be too

high nor too low at the point, because in either position the horses cannot have convenient and sufficient power to support the carriage. If too high, the horses are lifted before, and slip on their haunches in "backing," or in a descent; if too low, their shoulders are pulled down by the collar, and their knees are bent under them; but the point of the pole, when proportionately adopted, should be in a line with the centre of the horses' chests; then they can resist the weight of the carriage in a position parallel with the natural powers of their own longitudinal bodies.

Wheels.—The best grease for wheels is butter, without any mixture. Butter scrapings are cheap. A small piece, of the size of a walnut, will be sufficient for one wheel for two months. Lard liquidizes, drips, and is dirty; and when mixed with black-lead, soon becomes dry and hard. Oil (such as is used for the patent boxes) assists friction to wear the iron, and in close boxes which have no linch-pins, cuts a groove in the axle-tree, when a jolt may snap it asunder: hence arise many accidents. Linch-pins are safest.

DRIVING.



Position in Driving.

DRIVING.

OF ONE HORSE—A PAIR OF HORSES—FOUR HORSES—HOLDING AND USING REINS AND WHIP.

THE harness having been fitted to the horse or horses, and put on with judgment and security, and the horses properly placed in the carriage, the next consideration is *Driving*, which requires practice according to the strict rules of theory, as well for the economy and duration of the horses' labour, as for guidance, comfort, and safety.

When the driver has ascertained that all is correct in horses, harness, wheels, linch-pins, etc., (a momentary examination every person should make) he may place himself in his seat with the driving-reins and whip, and sit straight to his front, not sideways. The driving-reins

are to be held constantly in the left hand, with the left rein upwards and fore-finger between—and are never to be separated. Some persons place two fingers between the reins, which will be found erroneous, for although they keep the reins more apart, the remaining two fingers of the hand, being the two last and weakest, have not sufficient power to hold the other side of the rein. The left-rein may generally be rather tighter than the right, to keep the horses' heads inclined to the left-hand side of the road (particularly in the metropolis), which in England is the right side for vehicles and equestrians; but the reins are to be held according to the mouth of the horse. The whip must be carried in the right hand, with the lash hanging over, but clear of, the left-side of horses and carriage. The whip is to be used, not by a *cut* and catching up of the lash, nor by slapping along the back and neck, but by throwing the lash straight and unbent round to the right and left flank of the horse, as a thresher "flings his flail." Never whip a horse on the ears, head, or shoulders, because every lash checks and distracts him; and it is unrea-

Shortening Reins driving

sonable, confounding, cruel, and dangerous, to assail a horse in his front when he is required to go forward.

The driver being now arranged with reins and whip in hand, he may move off, or, "set off," the horse or horses at a gentle walk for a few paces, until he has a fair opportunity of increasing the speed, which should be done gradually (starting off by a cut of the whip and a tug of reins is vulgar and dangerous), and by gently lifting up the horses' heads with the reins, in order to give them notice, they will proceed; but if they should not obey, and require the intimation of the whip, touch each of them gently, as you would whisper to a child. Although the left-hand ought always to hold both sides of the reins, and the right-hand the whip; the right-hand with the whip in it, must occasionally aid the left, in the use of the reins, by taking hold of the right-rein, the driver then has the command of the bridle right and left, and can work in a zigzag direction through crowded streets without altering his pace.

In order to turn to the right, draw the right rein gently with the right hand, and touch the

left-side of the horse or horses with the whip, to accelerate his, or their obedience.

To turn to the left, shorten the left rein by drawing it sufficiently with the right-hand through the left, and touch the right-side with the whip; when the turn is complete, set the horses straight by equalizing the reins; and then, if necessary, touch, or wipe the horses on both sides with the whip by way of encouragement.

To increase the pace of the horses very considerably, slacken the reins, and touch or tickle with the whip.

Go up hill with loose reins, keeping the wheels on the smoothest ground for the easiness of draught.

Go down hill with reins held short and firm in both hands to hold up the horses, keeping the wheels in the rough or soft part, when there is no "drag-chain;" and regulate the pace according to the pressure of the carriage on the horses, so as to keep them clear of it.

To take up (shorten) the reins for the purpose of a full stop on a sudden occasion, or for

"backing," take hold of both reins with the right hand, the back upwards, beyond the left-hand, and holding them with the right hand, again reach with the left, palm upwards, beyond the right, grasping the reins with the left hand, then shifting the right hand to the right rein, "pull-up" steadily, firmly, and strongly, with both hands—thus by the alternate use of right and left hand "hauling-in," horses in great speed may be stopped—and also "backed" when required. Horses must be kept at a regular pace in harness, without teazing, must pull equally, and step together, whether two or more. Remember, the reins must be held steadily and used without jerking, or, as it is termed "drawing teeth," or incessantly fidgetting and shaking the reins, which frets and fatigues the horses in exercise, or in a journey, before their work affects them, rendering them unable to proceed—besides, jerking and tugging the reins in order to stop horses when going at too great speed, alarms and causes them to go faster—and sometimes run away, besides breaking the reins: hence

many of the dreadful accidents which daily occur.

Every driver in England must keep the left hand side of the road, as has been observed; but to pass a carriage which is going in the same direction, he must always pass on its outer side, with his left hand towards the right side of that carriage.

As driving four horses in a private carriage belongs to the amateurs' "four-in-hand club," and is not very general, it is only necessary to remark that their traces should not be crossed (see page 76), nor should the wheelers do all the work. The traces of leaders should not be too long (in imitation of an erroneous continental fashion), because the superfluous length swags with a fatiguing motion, and adds very considerable weight to the horses' draught: besides, when over-long traces are slack, as in going down hill, or in sometimes turning an acute angle, the horses in stepping are in danger of placing one leg over the slackened trace, which has happened notwith-

Passing a Carriage

standing the skill of the driver. [See also Appendix, K.]

Whipping for punishment is not often necessary in the high perfection to which horses are now trained. Cutting at leaders, and flogging wheelers with doubled thong, are or ought to be both quite abolished. The principal use of the whip is in skilfully and lightly touching (speaking to) or whipping occasionally, tickling (whispering to and encouraging) and compelling (commanding) all which is to be sparingly done, with good temper and great judgment; because severity of chastisement may create and establish rebellion in the temper of the horse. Although the use of the whip is here necessarily described for instruction, it is not, in general, requisite for a driver to be constantly employing it.

STABLES.

STABLES.

HIGH RACKS AND MANGERS—CLOSE AND AIR-TIGHT STABLES — HORSE-CLOTHS, TIGHT ROLLERS, PADS OR BANDAGES.

STABLES should have high racks and mangers, for the benefit of exercising the horse's neck, and inducing the habit of keeping his "crest erect," and also for the extension and exercise of his chest, stomach, vertebræ and limbs, in reaching the forage, and eating his food in smaller and more nutritious portions; whereas low racks and mangers occasion the horse to stoop, swallow large mouthfuls of corn without grinding, and to press heavily upon his fore legs.

Warm stables are necessary, but close and air-tight stables are very injurious, as is also

tucking of litter under the manger, and beneath the horse's nostrils, as it emits a nauseous steam which the horse must inhale, inflames his stomach and eyes (as is experienced by every groom on entering a stable in the morning), and is as frequent a cause of blindings, which are so prevalent in England, as over feeding, and insufficient exercise.

Water should not be kept in the bucket in the stable ready for the horse to drink; because it becomes rank: water should always be fresh drawn.

Horse-cloths, tight rollers, and pads, or bandages in stables at night, for horses in good health, may be dispensed with. When a good bed is laid down, and the stable shut close for the night, body clothing is not necessary; but may be used in the day-time when horses remain in the stable, which should be frequently opened, kept clear of litter, and more airy than at night. Can a groom sleep comfortably in buck-skins and boots?

Stable head-stalls are sometimes very care-

lessly buckled so tight on the horse's heads, to prevent their being rubbed off in the stable, that the horse's jaws are confined. The author experienced instances on the Continent of the nose-band of the stable collar having been purposely buckled tight at night, to prevent the horse from eating either corn or hay, which were sold in the morning by the servant. This anecdote should operate as a suggestion to those who are desirous of seeing the corn given to their horses, either morning, noon, or night, (particularly on the Continent) to ascertain at the same time whether their horses have the power of opening their mouths and masticating their food.

But if stable-collars have throat-lashes, as all should have, the collars would be secure upon the horses' heads, with the nose-bands amply lose for the motion of the jaws—in fact the nose-bands of stable collars should not have any buckle.

Another act of carelessness, injurious to horses, is laying down straw at night for their

beds which is not perfectly dry. Fresh straw is put into the loft, perhaps in rainy or damp weather, and used by servants, without considering that while in that state it is as unfit for horses to lie upon as a damp bed would be for themselves.

APPENDIX.

APPENDIX.

As the utility of horses n this country surpasses that of all other animals, it may be acceptable and instructive to explain here more of the nature and properties of the horse, than was compatible with the conciseness of the foregoing equestrian *instructions*, but which together with some further remarks on horsemanship, may be perused with interest and benefit, by the scholar after he has made progress.

The horse in a domestic state is a bold and irritable animal, equally intrepid, energetic, and magnanimous, and exults in the exercise of his strength and power; but is nevertheless

docile and tractable, not only yielding to the hand, but seeming to court the inclination of the rider. Constantly obedient to the impressions, his motions are entirely regulated by the will of his master. He resigns his own existence to the pleasure of man, delivers up his whole powers, and reserves nothing; therefore he ought to be gratefully and kindly treated. This character, though natural to the horse, is called out by education, which commences with the loss of liberty and concludes by obedience. The slavery of the horse is so ancient and universal, that his natural state seems almost fabulous. His softness and ductility of temper proceeds considerably from domestic education, and association from his birth with man.

The movements of the horse are chiefly regulated by the bits and the legs of his rider (spur occasionally)—the bit informs the horse how to proceed, and the legs quicken his pace.

The horse has not only a grandeur in his figure, but great symmetry in his form. He erects himself, as if in exultation, above other

quadrupeds. His open lively countenance, erect and active ears, and full soft mane adorn him with the appearance of sensibility, strength, and courage.

The species of horses used for hunting in this country are a happy combination of symmetry, speed, and strength. These qualities are required by the agility, exertions, and general *nature* of the chase.

For colours, horses of a bright bay, and indeed all shades of bay in general, are accounted good. The best brown have black manes and tails, and rusty black joints—shining black is considered beautiful; dapple-grey and roan with black manes and tails are good. But it is said, and with great reason, that "a good horse cannot be of a bad colour."

A narrow heel is a defect, and too large a hoof, in proportion to the rest of the frame, renders a horse weak and heavy. White froth from the mouth while in exercise shows good health and a good condition for work.

The wind should not be overlooked in the choice of a horse; if he is broken-winded, it

is easily discovered by his flanks, when he stands quiet in the stable; because then he is constantly pinching, or drawing them in very gently, but lets them out very suddenly, although unsurprised or unexcited by any event. Thick winded horses fetch their breath oftener than others, and sometimes rattle and wheeze.

If a horse, in an extended pace of trotting or galloping, puts the heels of his fore feet on the ground previously to his toes, (or points of the hoofs) he is insecure, and will stumble; the points of the hoofs must first touch the ground in every pace.

If a horse, in his paces, crosses his hind feet only, or the lower parts of the legs from the hock downwards like a cow, he cannot travel well or far.

A.

Many essential points depend upon the manner in which a man is first placed on horseback, this therefore ought to be studiously

performed with all the exactness prescribed in the foregoing pages 31 to 33.

No man can be either well or firmly seated on horseback unless he is quite unrestrained and at ease, with a full possession of himself. The natural weight of the person on his seat and thighs conduces to establish security.

A genteel and scientific horseman is easily distinguished from an awkward one; the first sits still and appears "of a piece with his horse," the latter seems flying off at all points. A rider must not sit too far back on his saddle (which is vulgar and insecure) pressing on the loins of the horse; nor yet too far forward over the pommel, but in the centre of the horse's motion.

B.

An equestrian scholar should never attempt to trot, unless he is quite easy and well-seated in the walk; nor gallop until he is able to trot easily, compactly and firmly; and be it remem-

bered that to practise trotting (without "easing in the saddle") and without stirrups, is strongly recommended as the *surest* means of acquiring a firm and secure seat. Stiffness and "sticking on," by erroneous means, are to be avoided—stiffness disgraces the horseman's figure, and "sticking on" displaces him. The body must be kept easy and firm without rocking while the horse is in motion, especially in galloping, when the rider must not lean himself forward either in setting off or during the gallop.

A scientific rider, although he may deviate from precision, and twist and turn capriciously, or take his bridle occasionally in his right hand to relieve his left, never forgets himself, nor rides erroneously.

A timorous rider and a passionate person would alike spoil a horse, the former, by suffering him to have his own will, establishes bad habits, and creates new ones; the latter, by his own violence and want of reason, enrages the horse, and causes him to become vicious, by resisting his rider as the only probable means of relieving himself.

C.

Many horses are taught to start by whipping them for being accidentally surprised. On approaching or being approached by a lofty loaded wagon, or other high carriage, for instance, a horse very naturally may feel alarm at the magnitude of the moving object; the rider should then turn aside the horse's head to prevent his full view of that which he dreads.

D.

At all times keep the horse's head high, the wrist supple, and play with the bit when he is inclined to press upon it; and if he continue, and is likely to become sluggish and heavy in hand, gently raise his head, and close both legs upon him. A horse must not only carry his head up, but also his chest; then he will be light in his fore-quarters, and active in his

haunches, with his legs well under him. It must be a constant rule not to stop, or allow a horse to stop, at a moment when his legs are not equally under him.

E.

If a rider find his horse suddenly affected, and become uneasy in his gait, instead of punishing the animal, he should, by dismounting and examining the bridle, saddle, girths, and feet, ascertain the cause, and remedy it. The horse will inform the rider when he goes easy, by his cheerfulness, playing with his bit, and the freedom of his motion.

F.

Resistance in horses may be considered some proof of strength, and proceeds from spirit, as likewise from vice, though weakness or inability may for a moment create viciousness in the

struggle for relief when oppressed. Plunging is a very usual, but rebellious exertion among vicious horses; if they do it repeatedly in the same place, ill-temper is the cause, and in that very place they should be cured of it; for some horses go very properly until they arrive at a certain spot, and then play restive pranks. In such a case, if the horse determine to bounce and run back, the rider must "give him his head," and firmly close his legs against him, or the spurs, to oblige him to go forward. If the horse plunge forward, hold him steady and firm with the bridle, close both legs—not spurs—frequently upon him, keeping him in the same spot, until he, finding he cannot proceed in his angry speed, and that he is mastered, stands still with the bridle-rein loose, then, after a pause, let him advance very slowly, to tranquillize his irritation and forget his resistance.

If a horse rears, the rider must "give him his head," and be careful not to pull him over; then, as he is descending and touching the ground, close the legs strongly upon him, and

make him go forward a few paces; this a rider should do, whenever he suspects his horse is preparing, or inclined to rear, in order to prevent him. In such a case the rider must not attempt to "rein-back," for then the horse would again rear.

All horses can swim naturally, therefore, when a horse and rider get into deep water, either by design or accident, the rider's great care must be not to check the exertions of the horse by the bridle, (which unwarily he might do by a sudden plunge, without due presence of mind), but he may safely guide the horse by the most gentle touch of the reins, letting him at the same time have unrestrained liberty. As a horse when swimming uses great exertion, and is in the position he would be if going up stairs—very high before and very low behind —the rider may find it necessary to take hold of the mane, which should be only grasped low down at the withers, with the right hand, the left continuing to hold, at great length, the reins for guidance; and keeping the horse's

head towards the shore, he will be sure to regain it safely.

It is very delightful to ride and drive on the sandy sea-shore, and to have a long uninterrupted gallop on horseback, and a swinging trot in harness for the benefit of the air, and the pleasure and novelty of the fine sands and smoothness of the surface; but the effect is neither beneficial to the horse nor the carriage; for the sea-water dries and cracks the horses' feet, and the deadness of the sand when the tide recedes, strains the sinews, and fatigues them as much as it does when softened by the flowing tide. As a proof, persons will always find their horses are sooner and more fatigued by exercise on the sea-shore, than on a road; for the sandy sea-shore, when the tide is out, whether settled in its spongy hardness, dried by the winds, or softening by the returning tide, has neither elasticity nor solidity. Nevertheless, swimming horses, or partially bathing them in the sea, is beneficial for some, if diseased; but many persons are too fond of sending their horses to be

bathed in the sea, and of acting upon them in a variety of ways—although they are well—through the restless desire of improving their health and strength; when, it may reasonably be said, if men and horses are well, why endeavour to make them better? Such efforts often terminate in their becoming worse.

The sea-spray destroys the paint and varnish of carriages, extends small cracks, rusts the iron-work, and hardens the harness.

I.

Many people (in the vicinity of London particularly) having paddocks, or small patches of grass convenient to their dwellings, are (as is very natural) exceedingly gratified by turning the horses out from the stable early in the morning, to graze and exercise their limbs. But this requires mature consideration, because horses (not turned out for the season) going immediately from the warm stable with their pores open to the dewy grass too early in the morning, are in great danger of having their

eyes injured, and a disease produced by the powerful and penetrating exhalations of the earth which envelop the head in the act of grazing, when the eyes are, more than in any other position, extended and exerted; this is often the unsuspected cause of dimness — opaque films—and ultimate blindness. Therefore horses resident in a stable should not be sent to graze until the vapour has evaporated. It is not, however, beneficial to send horses out to graze for a very short time, which only gives them a mouthful of grass and a belly-full of gripes, with sore eyes, and their mouths become too tender for hard corn and dry hay, for which also they in some degree lose their relish. It is better to give horses while inhabiting the stable all dry food, or in the season all green. Besides, the early exhalations being at the same time suddenly inhaled, cause discharges from the nostrils, and bowel diseases, especially in old horses; nevertheless the latter are considerably renovated by having all green food in the proper season; and when horses have been some time accustomed to green food they

will be able to eat hard corn, which will be necessary to support their strength for work. In times when green food is desirable, but cannot be had early enough in the spring, and horses require aperients, mix with the corn a few raw potatoes *fresh sliced*—and give them but little water to drink; carrots relax the bladder too much. Horses must drink *before* they eat corn, because if they drink afterwards, the water swells the corn in their stomachs, and thus many horses have suddenly died of suffocation, which was supposed to have been colic.

J.

If from accidents induced by injudicious early grazing, or from any other cause, horses' eyes are diseased, and apt to discharge, bathe them—not with either violent, or cold applications—but with half a pint of hot water, which is sufficient at each time, with four tea-spoonfuls of brandy; it is frequently applied most gently with a sponge by way of a warm bath to the

eyes; the hot water causes a general circulation and purification; and the small portion of brandy is not to inflame but to prevent a chill when the warmth of the water subsides.

K.

Traces are sometimes attached to the axletree of two-wheel carriages for the purpose of rendering the horse's draught more effectual when in a direct line from the centre of the wheels, but this is erroneous, because the extreme length from the horse's collar to the axletree, and the increased vibration of the traces reduce the power of draught, and fatigue the horse. All powers of draught have a limit, beyond which, the operation of that power diminishes. Traces should always be attached to a splinter-bar.

It has been said that horses should not be forced "*beyond* their power," which means that they should not do more than they are able to support; but horses should not be forced to the *full extent* of their power. If a horse can go ten miles an hour, he should not be allowed to go more than eight, always reserving a portion of strength to supply exhaustion and recover accidents.

Of Snaffle-bridles. When a snaffle-bridle only is used, the rider should hold it in the left hand, in the same manner as the curb-rein is held in page 30; but when restraining a spirited horse, and more strength is required, use both hands by taking firm hold of each side of the rein in each hand, with the little fingers outside, and thumbs upwards, and the end of the rein turning over between each thumb and finger—the hands to be held in a line with the elbows, elbows close.

But this bridle is at all times insecure. Much might be said about the use of the snaffle bridle in riding schools, and breaking young horses, etc., but it is unnecessary in this work.

Never buy a horse, even of an acquaintance, without a Warranty.

The frequent disputes, and the frequent cheating which take place in the sale and purchase of horses—even among the best judges—prove the necessity of a written warranty. If this is expressed in ambiguous, or too general terms, it may be evaded. The following is a safe and convenient form.

FORM OF DECLARATION AND WARRANTY.

I declare, and hereby warrant, that the brown horse [*describing the colour, marks, sex, age, height, etc., etc.*] *purchased this day of* 1840, *at of me, by Mr. of Street, London, and delivered to him herewith,*

is perfectly sound, and has not either vice, blemish, or disease of any kind, being in good health of body, limbs, feet, and eyes, with perfect vision, and is not "broken-winded,"— asthmatic — nor a "roarer." [*The particular abilities or qualities, which induced the purchase, and enhanced the value of the horse, may be here stated.*]

Signed, [*Name and residence.*]

Witness,
[*Name and residence.*]

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